

CONTRACT NO.

WAR DEPARTMENT
FORM 100
October 10, 1939

INDIVIDUAL FLIGHT RECORD

HEAVIER THAN AIR

NAME Saunders, Douglas M.I. MONTH February 1941
 RANK Major, Air Corps GROUP 1st Bombardment Sq (H) AFOS
 ADJUTANT Pilot 4-1-35 ORGANIZATION Assigned to 21
 TRANSFERRED FROM DATE ORG attached for flying
 TO DATE STATION Davis-Monthan Field, Tucson, Arizona

1	2	3	4					5	6	7	8
Date/Day	Month	Year	PILOT TIME BY AIRPLANE TYPE					Airplane Model/Serial	No. of Landings	Takeoff Time (Min)	Remarks
			Altitude	Start	Class	Power	Class					Time
1	X	2-1-41						S-16A		1:15	Local
2		2-2-41						S-16A		2:35	Tucson-March
3	F	2-3-41		1:30				S-24	1		Long Beach - San Diego
4	F	2-4-41		1:30				S-24	1		San Diego (Local)
5	F	2-5-41		1:35				S-24	1		San Diego - Tucson
					</						

This report		4405						4405	21:50		
Station report for P.T.		1154:30					24:30	1181:00	51:30		
Total for fiscal year		1161:35					24:30	1224:05	51:20		
Total previous years	0001:55	566:15	1111:10	1161:00	308:55	2051:70	01:21:35	2524:25			
Total to date	0001:55	724:50	0111:10	1161:00	308:55	2051:70	01:21:35	2524:25			

NOTE: SIGNATURES
 Pilot (Signature) _____
 Observer (Signature) _____
 Instructor (Signature) _____
 Station Commander (Signature) _____
 Station Engineer (Signature) _____

NOTE: When the aircraft is assigned to an organization other than that in which the instructor is assigned, the instructor shall file the flight report with the organization to which he is assigned.

ORIGINAL

645

478382296 2.8

INDIVIDUAL FLIGHT RECORD

THE FIRM WILL FIND

NAME Colin Ronald H.
RANK 1st Lt., Air Corps.
AERO. RATINGS Pilot,
TRANSFERRED FROM _____
TO _____ DATE _____

MONTH(S) _____
GROUP _____
ORGANIZATION—Assigned _____
ORG—Attached for flying _____
STATION _____

[illegible]

NOTE.—When the system is assigned to an organization, also assign to it the individual in charge of its collection for the Group. Show the system representative today tomorrow, Monday, etc.

ORIGINAL

0000-0001-9300-0000

MONTHLY December

GROUP

ORGANIZATION—Assigned

ORG.—Attached for flying

STATION

TYPE NUMBER		
1-1000	1-1000	1-1000
1-1000	1-1000	1-1000
1-1000	1-1000	1-1000
1-1000	1-1000	1-1000

NOTE: Whether water is supplied to an individual also depends on which the difference is perceived or another to have been the impact experienced under Remarks, column 1.

● 数字营销的推广渠道

INDIVIDUAL FLIGHT RECORD

NO FASTER THAN AIR

NAME SHANK, OUEL F.
RANK 1st Lieutenant, Air-Reserve
AERO. RATING Pilot 6-1-40
TRANSFERRED FROM _____
TO _____ DATE _____

MONTH(S) November 1941
GROUP _____
ORGANIZATION—Assigned 5th Reg. Sq. (M) AFPC
ORG.—Attached for flying _____
STATION Air Base, Tucson, Arizona

1	2	3	4						5	6	7	8
Date	Duty	Mission Symbol	PILOT TIME BY AIRPLANE TYPE						Aircraft Model Symbol	No. of Landings	Other Than Pilot	REMARKS
			Attack	Bomb.	Obs.	Passenger	Cargo	Training				
10	SP	O-5		1:40					LB-30	1		SC-Local <u>SAN DIEGO</u>
11	CP	T-5		:40					LB-30	1		LB-SC
12	CP	T-5		1:45					LB-30	1		SC-TZ <u>TUCSON</u>
13	SP	T-5		2:45					LB-30	0		TZ-Change
14	P	T-5		2:45					LB-30	1		Change-PS <u>MEMPHIS</u>
15	SP	T-5		1:35					LB-30	0		PS-Change
16	P	T-5		1:35					LB-30	1		Change-DT <u>URINARY FLD</u>
17	CP	T-5		1:05					LB-30	0		DT-Change
18	P	T-5		1:05					LB-30	1		Change-BA <u>BOLLING FL</u>
<p>QUOTE SURE WE WERE IN AL 530 (LB-30)</p> <p>AS I RECALL THESE AIRCRAFT WERE MARKED WITH <u>FRENCH</u></p> <p><u>MARKINGS</u> WHICH WERE CHANGED AT <u>BOLLING FIELD</u></p> <p>TO U.S. I'M QUITE CERTAIN THAT THE 16 A/C</p> <p>WERE DESTINED FOR FRANCE BUT WHEN SHE</p> <p>COLLAPSED, THEY WERE DIVERTED TO THE U.K.</p>												
TOTALS									9	10	11	12
									Total pilot time	Total other than pilot	Pilot time nonmilitary airplanes	
This report				11:55					11:55			
Previous reports this F. Y.				155:50				18:15	174:35	2:00		
Totals this fiscal year				170:45				18:15	189:30	2:00		
Totals previous years			74:40	133:30	1:35			244:45	459:30	175:35		
Totals to date			74:40	302:15	1:35			263:30	649:00	177:35		

*DUTY SYMBOLS
P—Pilot B—Bomber R—Radio operator
CP—Copilot OB—Observer PH—Photographer
N—Navigator E—Engineer O—Other crew
C—Commander G—Gunner X—Passenger

NOTE.—When the airplane is assigned to an organization other than that to which the individual is assigned or attached for flying, show the airplane organization under Remarks, column 8.

DUPLICATE

INDIVIDUAL FLIGHT RECORD

HEAVIER THAN AIR

NAME GEORGE, O. J.
RANK 1st Lt., Air Corps
AERO. RATINGS 110%
TRANSFERRED FROM
TO _____ DATE _____

MONTH(S) November and December 19 41
GROUP _____
ORGANIZATION—Assigned 5th Gen. Sq. (C) AFSC
ORG.—Attached for flying 4 C. 15 C.
STATION Municipal Airport, Sacramento, Cal.

1	2	3	4					5	6	7	8
Date	Day	Mission Symbol	PILOT TIME BY AIRPLANE TYPE					Aircraft Model Symbol	No. of Landings	Other Than Pilot	REMARKS
			Attack	Roub.	Obs.	Pursuit	Cargo				
1	GP	T-5		3:40				LB-30	1		LA-Change <u>365 St. Airp</u>
2		T-5		3:30				LB-30	0		Change- <u>MIAMI</u>
3	GP	T-5		2:30				LB-30	0		LA-Change
24	P	T-5		2:30				LB-30	1		Change-Puerto Rico
	GP	T-5		5:00				LB-30	0		Puerto Rico-Change
25		T-5		4:55				LB-30	1		Change-Dole
26	P	T-5		9:10				LB-30	1		Dole-Hotel
27	GP	T-5		9:10				LB-30	1		Hotel-Accra
28		T-5		5:45				LB-30	0		Accra-Change
29	P	T-5		6:05				LB-30	1		Change-Khartoum
30	GP	T-5		2:30				LB-30	0		Khartoum-Change
31	P	T-5		2:40				LB-30	1		Change-Cairo
1	GP	O-1		1:45				LB-30	1		<u>FAYID EGYPT</u> Local
8		O-1		1:50				LB-30	2		Local-at Fayid, Egypt
9	GP	O-1		1:50				LB-30	2		Local-at Fayid, Egypt
10	P	O-1		1:15				LB-30	4		Local-at Fayid, Egypt
12	P	O-1		1:45				LB-30	4		Local-at Fayid, Egypt
13	GP	O-1		2:30				LB-30	4		Local-at Fayid, Egypt
<p>THE RAF SQUADRON WHO RECEIVED THE "BIRDS" WAS SQUADRON 108 MADE UP OF U.K. AUSTRALIANS, SO. AFRICAN AND CANADIAN CREWS VERY INTERESTING</p> <p>FAYID IS ABOUT 120 MILES EAST OF CAIRO ON THE EDGE OF GREAT BITTER LAKE</p>											
TOTALS											
This report				65:00					65:00		
Previous reports this F. Y.				175:50				18:45	194:35	52:35	
Totals this fiscal year				240:50				18:45	250:35	52:35	
Totals previous years			74:40	138:30	1:35			244:45	459:30	175:35	
Totals to date			74:40	379:20	1:35			263:30	719:05	228:10	

*DUTY SYMBOLS
P—Pilot B—Bomber R—Radio operator
GP—Copilot OB—Observer PH—Photographer
N—Navigator E—Engineer O—Other crew
C—Commander G—Gunner X—Passenger

NOTE.—When the airplane is assigned to an organization other than that to which the individual is assigned or attached for flying, show the airplane organization under Remarks, column 8.

DUPLICATE

NAV DEPARTMENT
 FORM NO. 1
 (Revised Jan. 15, 1944)

INDIVIDUAL FLIGHT RECORD

(OTHER THAN AIR)

NAME WILLIAM, JOHN W.
 RANK Major, Air Corps
 AERO. RATINGS First Class
 TRANSFERRED FROM _____
 TO _____ DATE _____

MONTHS March - 1944
 GROUP _____
 ORGANIZATION assigned
 OBL. assigned for flying
 STATION Willingham, N. C.

1	2	3	4					5	6	7	8	
Date	Day	Hours Flown	FLYING TIME BY AIRPLANE TYPE					Altitude Reached	No. of Pass. Load	Notes Time Flown	Remarks	
			Single	Double	Other	Passenger	Cargo					Training
		0-5				15		None-Pilot.				10-11-44
		0-5								0		11-12-44
		0-5										12-13-44
		0-5				1:00						13-14-44
		0-5				1:00						14-15-44
		0-5				1:00						15-16-44
		0-5				1:00						16-17-44
		0-5				1:00						17-18-44
		0-5				1:00						18-19-44
		0-5				1:00						19-20-44
		0-5				1:00						20-21-44
		0-5				1:00						21-22-44
		0-5				1:00						22-23-44
		0-5				1:00						23-24-44
		0-5				1:00						24-25-44
		0-5				1:00						25-26-44
		0-5				1:00						26-27-44
		0-5				1:00						27-28-44
		0-5				1:00						28-29-44
		0-5				1:00						29-30-44
		0-5				1:00						30-31-44
		0-5				1:00						31-32-44
		0-5				1:00						32-33-44
		0-5				1:00						33-34-44
		0-5				1:00						34-35-44
		0-5				1:00						35-36-44
		0-5				1:00						36-37-44
		0-5				1:00						37-38-44
		0-5				1:00						38-39-44
		0-5				1:00						39-40-44
		0-5				1:00						40-41-44
		0-5				1:00						41-42-44
		0-5				1:00						42-43-44
		0-5				1:00						43-44-44
		0-5				1:00						44-45-44
		0-5				1:00						45-46-44
		0-5				1:00						46-47-44
		0-5				1:00						47-48-44
		0-5				1:00						48-49-44
		0-5				1:00						49-50-44
		0-5				1:00						50-51-44
		0-5				1:00						51-52-44
		0-5				1:00						52-53-44
		0-5				1:00						53-54-44
		0-5				1:00						54-55-44
		0-5				1:00						55-56-44
		0-5				1:00						56-57-44
		0-5				1:00						57-58-44
		0-5				1:00						58-59-44
		0-5				1:00						59-60-44
		0-5				1:00						60-61-44
		0-5				1:00						61-62-44
		0-5				1:00						62-63-44
		0-5				1:00						63-64-44
		0-5				1:00						64-65-44
		0-5				1:00						65-66-44
		0-5				1:00						66-67-44
		0-5				1:00						67-68-44
		0-5				1:00						68-69-44
		0-5				1:00						69-70-44
		0-5				1:00						70-71-44
		0-5				1:00						71-72-44
		0-5				1:00						72-73-44
		0-5				1:00						73-74-44
		0-5				1:00						74-75-44
		0-5				1:00						75-76-44
		0-5				1:00						76-77-44
		0-5				1:00						77-78-44
		0-5				1:00						78-79-44
		0-5				1:00						79-80-44
		0-5				1:00						80-81-44
		0-5				1:00						81-82-44
		0-5				1:00						82-83-44
		0-5				1:00						83-84-44
		0-5				1:00						84-85-44
		0-5				1:00						85-86-44
		0-5				1:00						86-87-44
		0-5				1:00						87-88-44
		0-5				1:00						88-89-44
		0-5				1:00						89-90-44
		0-5				1:00						90-91-44
		0-5				1:00						91-92-44
		0-5				1:00						92-93-44
		0-5				1:00						93-94-44
		0-5				1:00						94-95-44
		0-5				1:00						95-96-44
		0-5				1:00						96-97-44
		0-5				1:00						97-98-44
		0-5				1:00						98-99-44
		0-5				1:00						99-100-44
		0-5				1:00						100-101-44
		0-5				1:00						101-102-44
		0-5				1:00						102-103-44
		0-5				1:00						103-104-44
		0-5				1:00						104-105-44
		0-5				1:00						105-106-44
		0-5				1:00						106-107-44
		0-5				1:00						107-108-44
		0-5				1:00						108-109-44
		0-5				1:00						109-110-44
		0-5				1:00						110-111-44
		0-5				1:00						111-112-44
		0-5				1:00						112-113-44
		0-5				1:00						113-114-44
		0-5				1:00						114-115-44
		0-5				1:00						115-116-44
		0-5				1:00						116-117-44
		0-5				1:00						117-118-44
		0-5				1:00						118-119-44
		0-5				1:00						119-120-44
		0-5				1:00						120-121-44
		0-5				1:00						121-122-44
		0-5				1:00						122-123-44
		0-5				1:00						123-124-44
		0-5				1:00						124-125-44
		0-5				1:00						125-126-44
		0-5				1:00						126-127-44
		0-5				1:00						127-128-44
		0-5				1:00						128-129-44
		0-5				1:00						129-130-44
		0-5				1:00						130-131-44
		0-5				1:00						131-132-44
		0-5				1:00						132-133-44
		0-5				1:00						133-134-44
		0-5				1:00						134-135-44
		0-5				1:00						135-136-44
		0-5				1:00						136-137-44
		0-5				1:00						137-138-44
		0-5				1:00						138-139-44
		0-5				1:00						139-140-44
		0-5				1:00						140-141-44
		0-5				1:00						141-142-44
		0-5				1:00						142-143-44
		0-5				1:00						143-144-44
		0-5				1:00						144-145-44
		0-5				1:00						145-146-44
		0-5				1:00						146-147-44
		0-5				1:00						147-148-44
		0-5				1:00						148-149-44
		0-5				1:00						149-150-44
		0-5				1:00						150-151-44
		0-5				1:00						151-152-44
		0-5				1:00						152-153-44
		0-5				1:00						153-154-44
		0-5				1:00						154-155-44
		0-5				1:00						155-156-44
		0-5				1:00						156-157-44
		0-5				1:00						157-158-44
		0-5				1:00						158-159-44
		0-5				1:00						159-160-44
		0-5				1:00						160-161-44
		0-5				1:00						

MULTIPLY

WAR DEPARTMENT
Form 100
1-28-39

INDIVIDUAL FLIGHT RECORD

WEATHER FLAN 100

NAME: W. L. JORDAN, JR. 0-021266

MONTH: NOVEMBER

1941

RANK: Captain, Air Corps

GROUP:

AERO. RATINGS: Pilot 8-25-39

ORGANIZATION: Assigned 12th Recon Sq. (H)

TRANSFERRED FROM:

ORG: Attached for duty

TO:

DATE:

STATION: Gilmer Field, Spokane, Wash.

1	2	3	4						5	6	7	8
Date	Day	Weather	PILOT TIME BY AIRPLANE TYPE						Altitude feet	No. of flights	Other Time Pilot	REMARKS
			Small	Medium	Large	Power	Engine	Twisting				
10-21	CP	T-3		1:35					18-30	1		HP - 52
10-22	CP	T-3		1:30					18-30	1		HP - 51
10-23	CP	T-3		3:10					18-30	1		HP - 50
10-24	CP	T-3		4:00					18-30	1		HP - 49
10-25	CP	T-3		3:50					18-30	1		HP - 48
10-26	CP	T-3		1:35					18-30	1		HP - 47
10-27	CP	T-3		2:50					18-30	1		HP - 46
10-28	CP	T-3		1:45					18-30	1		HP - 45
10-29	CP	T-3		1:20					18-30	1		HP - 44
10-30	CP	T-3		3:05					18-30	1		HP - 43
10-31	CP	T-3							18-30	1		HP - 42
TOTALS												
This report			20:50						Total pilot time		20:50	
Pilot report for F.I.			127:35						Total other time		127:35	
Total time for pilot			149:25						Total other time		127:35	
Total pilot time			29:30 652:45 63:45						Total other time		220:10	
Total for duty			29:30 652:45 63:45						Total other time		220:10	

P 18.1
CP 2.7
TP 20.8
TF 30.8

076

RECEIVED
OFFICE OF THE
JUDGE ADVOCATE
GENERAL
WASHINGTON, D. C.

ORIGINAL

NOTES: This form is to be filled out by the pilot or other person who has knowledge of the flight. It is to be filled out for each flight, and the total time for each flight is to be entered in the "Total Pilot Time" column. The total time for all flights is to be entered in the "Total Pilot Time" column at the bottom of the page.

0000-0001-9000-0000

MONTHS—1945-1946, 19 41
GROUP
ORGANIZATION—Assigned, 17th Sep 50 (H)
ORG.—Attached for 8 days
STATION Walter Field, Spokane, Wash.

P	15.3
CP	13.3
TP	28.6
TF	28.6

¹ *NOTE*—When the author is assigned as an expert on a subject that is not within his or her expertise, it is important to acknowledge this. For example, the author of this article is not an expert on the topic of the impact of the Internet on the environment. However, the author is an expert on the topic of the impact of the Internet on the environment.

Copyright © 2004 John Wiley & Sons, Ltd.

U.S. DEPARTMENT OF THE ARMY
HEADQUARTERS
WASHINGTON, D.C. 20315

INDIVIDUAL FLIGHT RECORD

HEAVIER THAN AIR

FEC

NAME: STAN, Thomas J. C-458097
 GRADE: 1st Lt. ALC
 ASSIGNMENT: Air Staff Officer (Aerial Eval)
 TRANSFERRED FROM: None

MONTH: December 1961
 COMMAND: 6th Bombardment Group (H)
 ORGANIZATION: assigned 6th Bomb Squadron (H)
 DBC: assigned for flying Ferry Command
 STATION: Wright Field, Dayton, Ohio

1	2	3	4					5	6	7	8	
Date	Time	Flight	FLIGHT TIME BY AIRPLANE TYPE					Altitude Feet	No. of Flights	Other Time Flt	REMARKS	
			From	To	Type	Remarks	Altitude					
12/10/61	10:00	10:00						10-30	1	4:55	HA-18	
12/11/61	10:00	10:00						10-30	1	8:35	Transfer Miami-Cuba	
12/12/61	10:00	10:00						10-30	1	1:05	BB-18	
12/13/61	10:00	10:00						"	1	2:00	BB-18	
12/14/61	10:00	10:00						"	1	2:45	TZ-CN	
12/15/61	10:00	10:00						"	1	2:40	CN-BY	
12/16/61	10:00	10:00						"	1	1:15	BY Local	
12/17/61	10:00	10:00						"	1	1:30	BY-18	
12/18/61	10:00	10:00						"	1	2:10	BY-18	
12/19/61	10:00	10:00						"	1	5:25	HA-18	
12/20/61	10:00	10:00						"	1	4:40	BY-18	
12/21/61	10:00	10:00										
12/22/61	10:00	10:00										
12/23/61	10:00	10:00										
12/24/61	10:00	10:00										
12/25/61	10:00	10:00										
12/26/61	10:00	10:00										
12/27/61	10:00	10:00										
12/28/61	10:00	10:00										
12/29/61	10:00	10:00										
12/30/61	10:00	10:00										
12/31/61	10:00	10:00										
TOTAL									9	10	11	12
TOTAL								Total pilot time		Total other than pilot	Total time on duty aircraft	
This report										19:00		
Transfer report to F.T.										1:00		
Total time flight log										20:00		
Total service time										21:00		
Total on duty										22:00		

417 8.6
 A 31.1
 JE 37.7

Pung, Robert A

U.S. AIR FORCE
Form 100-1
Revised Feb 14, 1946

INDIVIDUAL FLIGHT RECORD

HEAVIER THAN AIR

NAME Pung, Robert A.
RANK 1st Lieut., Air Corps.
AERO. RATINGS Pilot: 4-1-39
TRANSFERRED FROM
TO

MONTH December
GROUP 2nd Bomb Group (H), AF Combat Command
ORGANIZATION Assigned 28th Bomb Squadron (H)
OBC Attached for flying
STATION Langley Field, Virginia

1		2	4						5	6	7	8
Date		Time	FLIGHT TIME BY AIRPLANE TYPE						Amount of flight time	No. of flights	Other than this type	REMARKS
			Light	Medium	Heavy	Parasol	Glider	Training				
2	F	H-8						1:30	BC-1A	1		OF-1A
4	F	H-8						1:30	"	1		OF-1A
5	F	H-8		1:30					BC-1A	1		OF-1A
7	F	H-8		6:10					"	1		Local
8	F	H-8		1:40					"	1		Local
9	F	H-8		8:10					"	2		Langley
10	F	H-8		6:40					"	2		Ward-Princeton-Miller
11	F	H-8		2:00					"	1		Miller-Miller
12	F	H-8		10:10					"	2		Ward-Princeton-Miller
13	F	H-8		7:00					"	1		Change-Change
14	F	H-8		10:40					"	1		Change-Change
15	X	H-8							"	1		Change-Change
16	X	H-8							"	1		Change-Change
17	X	H-8							"	1		Change-Change
18	X	H-8							"	1		Change-Change
19	X	H-8							"	1		Change-Change
20	X	H-8							"	1		Change-Change
21	X	H-8							"	1		Change-Change
22	F	H-8							"	1		Change-Change
23	F	H-8							"	1		Change-Change
24	F	H-8							"	1		Change-Change
25	F	H-8							"	1		Change-Change
26	F	H-8							"	1		Change-Change
27	F	H-8							"	1		Change-Change
28	F	H-8							"	1		Change-Change
29	F	H-8							"	1		Change-Change
30	F	H-8							"	1		Change-Change
31	F	H-8							"	1		Change-Change
32	F	H-8							"	1		Change-Change
33	F	H-8							"	1		Change-Change
34	F	H-8							"	1		Change-Change
35	F	H-8							"	1		Change-Change
36	F	H-8							"	1		Change-Change
37	F	H-8							"	1		Change-Change
38	F	H-8							"	1		Change-Change
39	F	H-8							"	1		Change-Change
40	F	H-8							"	1		Change-Change
41	F	H-8							"	1		Change-Change
42	F	H-8							"	1		Change-Change
43	F	H-8							"	1		Change-Change
44	F	H-8							"	1		Change-Change
45	F	H-8							"	1		Change-Change
46	F	H-8							"	1		Change-Change
47	F	H-8							"	1		Change-Change
48	F	H-8							"	1		Change-Change
49	F	H-8							"	1		Change-Change
50	F	H-8							"	1		Change-Change
51	F	H-8							"	1		Change-Change
52	F	H-8							"	1		Change-Change
53	F	H-8							"	1		Change-Change
54	F	H-8							"	1		Change-Change
55	F	H-8							"	1		Change-Change
56	F	H-8							"	1		Change-Change
57	F	H-8							"	1		Change-Change
58	F	H-8							"	1		Change-Change
59	F	H-8							"	1		Change-Change
60	F	H-8							"	1		Change-Change
61	F	H-8							"	1		Change-Change
62	F	H-8							"	1		Change-Change
63	F	H-8							"	1		Change-Change
64	F	H-8							"	1		Change-Change
65	F	H-8							"	1		Change-Change
66	F	H-8							"	1		Change-Change
67	F	H-8							"	1		Change-Change
68	F	H-8							"	1		Change-Change
69	F	H-8							"	1		Change-Change
70	F	H-8							"	1		Change-Change
71	F	H-8							"	1		Change-Change
72	F	H-8							"	1		Change-Change
73	F	H-8							"	1		Change-Change
74	F	H-8							"	1		Change-Change
75	F	H-8							"	1		Change-Change
76	F	H-8							"	1		Change-Change
77	F	H-8							"	1		Change-Change
78	F	H-8							"	1		Change-Change
79	F	H-8							"	1		Change-Change
80	F	H-8							"	1		Change-Change
81	F	H-8							"	1		Change-Change
82	F	H-8							"	1		Change-Change
83	F	H-8							"	1		Change-Change
84	F	H-8							"	1		Change-Change
85	F	H-8							"	1		Change-Change
86	F	H-8							"	1		Change-Change
87	F	H-8							"	1		Change-Change
88	F	H-8							"	1		Change-Change
89	F	H-8							"	1		Change-Change
90	F	H-8							"	1		Change-Change
91	F	H-8							"	1		Change-Change
92	F	H-8							"	1		Change-Change
93	F	H-8							"	1		Change-Change
94	F	H-8							"	1		Change-Change
95	F	H-8							"	1		Change-Change
96	F	H-8							"	1		Change-Change
97	F	H-8							"	1		Change-Change
98	F	H-8							"	1		Change-Change
99	F	H-8							"	1		Change-Change
100	F	H-8							"	1		Change-Change

U.S. AIR FORCE
Form 100-1
Revised Feb 14, 1946

ORIGINAL

NOTE:—When this report is prepared, it is recommended that the pilot be given the opportunity to correct the record, where the report is not correct, before it is filed.

OFFICE OF THE CHIEF OF THE AIR CORPS
HEADQUARTERS
AIR CORPS FERRYING COMMAND
WAR DEPARTMENT
WASHINGTON, D. C.

August 1, 1941

SPECIAL ORDERS)
NO. 26)

EXTRACT

1. The following named officers and enlisted men, temporarily assigned to the Air Corps Ferrying Command, in accordance with Orders listed below, and under the provisions of letter from The Adjutant General to the Commanding Generals, All Armies, GHQ Air Force, Departments and Corps Areas, etcetera, dated June 5, 1941, file AG 320.2 (6-3-41) MR-M, subject, "Constitution of the Air Corps Ferrying Command" will proceed at the proper times to the United Kingdom and to such other places, as are necessary, in such order as may be directed by the Commanding Officer Air Corps Ferrying Command, on temporary duty for the purpose of operating the North Atlantic Division of the Air Corps Ferrying Command, and upon completion of this duty, will return to their home stations:

<u>Name, Rank and Serial Number</u>	<u>Special Orders</u>	<u>Home Station</u>
Lt. Col. Caleb V. Haynes, (O-11055) Air Corps	Radio. 6/6/41 Hdq. P.R. Dept.; AGO Radio. 6/30/41; Par. 2, S.O. 17, Hdq. A.C.F.C.; 6/30/41; AGO Radio. 7/30/41	Borinquen Field, Puerto Rico
Major Curtis E. LeMay (O-17917) Air Corps	Let. Orders Hdq. A.C.F.C. 6/14/41; & Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41.	Westover Field, Massachusetts
Capt. Carlos J. Cochran (O-339752) Air Corps	Par. 7, S.O. 139, A.B. Hdq. Langley Field, 6/14/41; & Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41	Langley Field, Virginia
Capt. James H. Rothrock (O-253574) Air Corps	Par. 7, S.O. 139, A.B. Hdq. Langley Field, 6/14/41; Par. 1, S.O. 17, Hdq. A.C.F.C. 6/30/41	Langley Field, Virginia
Capt. David B. Lancaster, Jr. (O-298457) Air Corps	Par. 1, S.O. 156, A.B. Hdq. Fort Douglas 7/17/41; TMX Order, W.D., A.C.F.C. 7/18/41	Fort Douglas, Utah
1st Lt. Edson E. Kester (O-22354) Air Corps	Radio. 7/1/41 Hdq. A.C.F.C.; Par. 2, S.O. 18, Hdq. A.C.F.C. 7/1/41; Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41	Westover Field, Massachusetts
1st Lt. Wm. N. Vickers, Jr. (O-359104) Air Corps	Par. 2, S.O. 75, 7/12/41, A.B. Hdq. Albuquerque	Albuquerque, New Mexico
1st Lt. Elbert D. Reynolds (O-21570) Air Corps	Radiogram 7/24/41 Hdq. A.C. F.C.; Par. 6, S.O. 86, Albuquerque, 7/25/41	Albuquerque, New Mexico

CONFIDENTIAL

- 2 -

<u>Name, Rank and Serial Number</u>	<u>Special Orders</u>	<u>Home Station</u>
1st Lt. John B. Montgomery. (O-21546) Air Corps	Par. 7, S.O. 139, 6/14/41 Langley Field; & Par. 1, S.O. 17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
2nd Lt. Herbert J. Felton (O-398680) Air Corps	Par. 1, S.O. 146, 7/5/41 Fort Douglas; & TWX Order, A.C.F.C. 7/18/41	Fort Douglas, Utah
2nd Lt. Earl J. Cooper (O-395120) Air Corps	Par. 2, S.O. 75, 7/12/41 A.B. Hdq. Albuquerque	Albuquerque, New Mexico
2nd Lt. Erwin R. Kriel (O-398626) Air Corps	Radio. 7/24/41 Hdq. A.C.F.C. Par. 6, S.O. 86, A.B. Hdq. Albuquerque, 7/25/41	Albuquerque, New Mexico
2nd Lt. Homer R. Taylor (O-409908) Air Corps	Par. 2, S.O. 75, 7/12/41 A.B. Hdq. Albuquerque	Albuquerque, New Mexico
2nd Lt. Francis B. Rang (O-409905)	Radiogram 7/24/41 Hdq. A.C. F.C., Par. 6, S.O. 86, A.B. Hdq. Albuquerque 7/25/41	Albuquerque, New Mexico
M/Sgt Adolph Cattarius R-1230233	Par. 2, S.O. 136, 6/11/41 Langley Field; Par. 2, S.O. 17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
T/Sgt. John W. Freeman 6845148	Par. 7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41	Langley Field, Virginia
M/Sgt. William J. Heldt 6440892	Par. 7, S.O. 139, 6/14/41 Langley Field; Par. 1, S.O. 19, 7/3/41 Hdq. A.C.F.C.	Langley Field, Virginia
T/Sgt. James E. Sands 6839814	Par. 7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 1, S.O. 19, 7/3/41 Hdq. A.C.F.C.	Langley Field, Virginia
T/Sgt Charles M. Kincheloe 6797870	Par. 7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 3, S.O. 17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
T/Sgt Richard R. Martin 6126371	Par. 7, S.O. 139, A.B. Hdq. Langley Field 6/14/41; Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41	Langley Field, Virginia
T/Sgt Joseph H. Walsh 6836218	Par. 7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 1, S.O. 17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
T/Sgt Roy H. Coulter 6783075	Par. 2, S.O. 75, 7/12/41 A.B. Hdq. Albuquerque	Albuquerque, New Mexico
S/Sgt Edward Schrempf 5729816	Par. 1, S.O. 146, 7/5/41 Fort Douglas; TWX Order 7/18/41 A.C.F.C.	Fort Douglas, Utah
T/Sgt. Francis G. Denery 6699071	Radio. 7/24/41 Hdq. A.C.F.C. Par. 6, S.O. 86, A.B. Hdq. Albuquerque, 7/25/41	Albuquerque, New Mexico

Name, Rank and Serial NumberSpecial OrdersHome Station

S/Sgt. Wm. H. Prince
6564705

Par. 1, S.O. 146, 7/5/41 Fort
Douglas; & TWX Order, W. D.
A.C.F.C. 7/18/41

Fort Douglas,
Utah

Sgt. Richard J. Barrett, Jr.
6714692

Radiogram 7/24/41 Hdq.
A.C.F.C., Par. 6, S.O. 86
Albuquerque A.B. 7/25/41

Albuquerque,
New Mexico

Cpl. Clyde W. Nowlin
6667130

Par. 2, S.O. 75, 7/12/41
A.B. Hdq. Albuquerque

Albuquerque,
New Mexico

Sgt. Vance H. Spears
6296243

Par. 2, S.O. 75, 7/12/41
A.B. Hdq. Albuquerque

Albuquerque,
New Mexico

S/Sgt. Leo J. Zulkowski
6827245

Radiogram 7/24/41 Hdq.
A.C.F.C., Par. 6, S.O. 86,
A.B. Hdq. Albuquerque 7/25/41

Albuquerque,
New Mexico

T/Sgt. Horace Peck
6141760

Par. 4, S.O. 165, 7/16/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

S/Sgt. James A. McVicar
6725300

Par. 4, S.O. 165, 7/16/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

S/Sgt. Norbert D. Flynn
6830755

Par. 4, S.O. 165, 7/16/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

S/Sgt. Robert A. Richardson
6889394

Par. 4, S.O. 165, 7/16/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

T/Sgt. Robert Showers
6840712

Par. 4, S.O. 167, 7/18/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

S/Sgt. Harold L. Showers
6893248

Par. 4, S.O. 167, 7/18/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

In lieu of subsistence a flat per diem of \$6.00 is authorized for travel by military aircraft and commercial aircraft as authorized by Section II, Circular 128, War Department, dated November 4, 1940, and for the period of temporary duty outside the continental limits of the United States, in accordance with existing law and regulations, for both officers and enlisted men. Since the duties in connection with this mission are exceptional and will require more than 72 hours for their performance, a delay of not to exceed thirty (30) days at any one place is authorized, while on temporary duty away from their permanent home stations.

Transportation requests submitted by officers will in all cases be substantiated by two copies of these Orders and copies of Operations Order under which travel is being performed.

Per diem vouchers submitted by Officers will be substantiated by two copies of this Order as well as two copies of all Operations Orders under which travel was performed since the last voucher for per diem was submitted.

Travel involved for both the officers and enlisted men is necessary in the military service, and is chargeable to AC 805 P 111-06 A 0021-13.

By order of Colonel Robert Olds:

William H. Tunner
WILLIAM H. TUNNER,
Major, Air Corps,
Adjutant.

OFFICIAL: *[Signature]*

AIR CORPS FERRYING COMMAND
ATLANTIC DIVISION
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON, D. C.

OPERATIONS ORDER)

November 28, 1944

NO. 161)

1. Under the provisions of Section X, AR 95-15, AC Circular Letter 52-20, and AGO letter 390.2 (6-3-41), WH-41, subject, "Constitution of the Air Corps Ferrying Command", the following named officers and enlisted men will proceed in B-24 type airplane, Air Corps Serial 44-1944, from Bolling Field, Washington, D.C., to Cairo, Egypt, via the South Atlantic, and return by military aircraft, for the purpose of surveying air routes to Northern Africa:

Capt. Joseph R. Wells, O-21266, AC
2nd Lt. John D. Werlich, O-423975, AC
2nd Lt. Wladlaus S. Zych, O-428099, AC
S/Sgt. Cecil L. Shackelford, 6046777, AC
S/Sgt. Albert C. Sear, 6999013, AC
Pfc. John A. Earley, 21023438, AC

Pilot
Copilot
Navigator
Bombardier
Engineer
Radio Operator

Travel directed is necessary in the military service.

By order of Colonel 0453

THOMAS L. MOSLEY,
Major, Air Corps,
Operations Officer

THOMAS L. MOSLEY,
Major, Air Corps,
Operations Officer

241 18.000

[illegible]

114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
841
842
843
844
845
846
847
848
849
850
851
852
853
854
855
856
857
858
859
860
861
862
863
864
865
866
867
868
869
870
871
872
873
874
875
876
877
878
879
880
881
882
883
884
885
886
887
888
889
890
891
892
893
894
895
896
897
898
899
900
901
902
903
904
905
906
907
908
909
910
911
912
913
914
915
916
917
918
919
920
921
922
923
924
925
926
927
928
929
930
931
932

The above personnel is authorized to secure additional places or means of including it in the list, may be deemed necessary in connection with the performance of temporary duty. Authority is granted to make such visits itinerarily and to proceed to such additional places as may be required for the performance of the above.

Travel by military aircraft or commercial aircraft (as authorized in Section II, Circular 133, War Department, dated December 4, 1919), by rail, motor vessel or aircraft, commercial steamship and rail is authorized.

In lieu of subsistence a flat per diem of \$6.00 is authorized for travel by military aircraft and commercial aircraft for both officers and enlisted men for the period of temporary duty outside the continental limits of the United States in accordance with existing law and regulations. Actual and necessary expenses only are authorized both officers and enlisted men while traveling on commercial boats.

The duties to be performed in connection with this mission being exceptional will require more than seventy-two hours for their performance, therefore, a delay of not to exceed thirty (30) days at any place is necessary while on temporary duty away from their permanent home is authorized.

Travel involved for both officers and enlisted men is applicable to IC 805 P AND GS A 1001-12.

The personnel referred to above will be equipped with summer and winter clothing while on this duty.

By Order of Colonel Robert L. ...

R. C. HARTLEY
Major, Air Corps
Adjutant

C. HARTLEY
R. C. HARTLEY
Major, Air Corps
Adjutant

Appendix ~~III~~
~~SECRET~~
 Intelligence Division

RESTRICTED
 NAME: *James H. Rohrbach*
 GRADE: *Capt*
 DATE: *July 27, 1941*
(10 Nov 1941)

SUBJECT: ROUTE NO. 2 - FLORIDA TO MANILA.

TAMPA - NATAL - TAKORADI - KARACHI - SINGAPORE - MANILA

1. The following information is supplies relative to the selection of a suitable Air Route for the purpose of ferrying B-17 Airplanes from this country to Manila.

2. In the selection of this route, primary consideration has been given to choosing airdromes suitable for use by heavy bombers, distances between landing fields, and physical terrain features. Details of this route are given below.

a. Tampa to Puerto Rico	1259 miles	_____	100 _____
b. Puerto Rico to Belem (or Port of Spain)	1830 "	3800 feet	90 Octane
c. Belem to Natal	925 "	5250 "	100 "
d. Natal to Takoradi	2200 "	3900 "	87 "
e. Takoradi to El Geneina	1700 "	3280 "	87 "
f. El Geneina to Assab	1340 "	3940 "	87 "
g. Assab to Karachi	1800 "	4200 "	87 1/2 "
h. Karachi to Allahabad	960 "	3000 "	87 1/2 "
i. Allahabad to Calcutta	466 "	2400 "	87 1/2 "
j. Calcutta to Rangoon	647 "	4000 "	87 1/2 "
k. Rangoon to Singapore	1200 "	3390 "	100 "
l. Singapore to Manila	1600 "	5800 "	100 "
TOTAL		15927	

3. This route across the Caribbean to Natal, across the South Atlantic to Freetown or Takoradi, across Africa to Assab, across Arabia to Karachi, joining the Imperial Airways to Singapore, and thence to Manila, lies chiefly in the equatorial zone. The majority of the airports are established and contain suitable facilities for operation by B-17's. All of the airports are in daily use, and weather data will be available along the route, secured by radio.

Appendix XVI

~~SECRET~~

(From copy made by Major Bailen)

Brig. General Elmer E. Adler,
US Military N. African Mission,
Cairo, Egypt.

Dear Elmer:

February 14, 1942.	
Classification	to
RESTRICTED	
by authority of Commanding Officer	
NAFD-ATC	
NAME:	<i>Samuel R. Robinson</i>
G ADE:	<i>Officer</i>
DATE:	<i>18 Nov 1945</i>

I have tried to find an opportunity to write you at length covering many developments of the past six weeks, but that time has not been available. I have read most of your cables and your letters to Joe Wilson and fully appreciate the tremendous job you have been tackling at long range from the Washington Headquarters, particularly during this critical period of our transition from a materiel arsenal to a nation at war.

I will try to cover briefly herewith the present status of certain of the vital questions you have raised so frequently in the past:

1. The combat echelon B-17 movement: Following closely on the heels of a directive to the Air Force Combat Command to reinforce Hawaii, occupy outlying bases close to the North American continent and to start the immediate organization of new units, the Combat Command received top priority instructions to assemble 80 4-engine crews as rapidly as possible, proceed to Tampa for crew familiarization flights and final check of many new installations on the B-17Es--such as power turrets, etc. The ACFC was directed to supervise the loading of each plane with codes and communications instructions. This was done. All experienced 4-engine crews in the Combat Command had been sent elsewhere or were being utilized in the activation of new units. The first pilots of nearly all of the 80 reinforcing B-17s had never seen their crews before the day they took possession of the plane, were drawn from practically every bombardment unit in the Combat Command, given the minimum transition and sent on their way to Tampa. Frantic cables from Gen. Brett demanded the immediate dispatch of these planes. The situation was weighed as carefully as possible. Minimum essential spares were left on each plane and many were taken off to bring the loadings down to 53,500 which is the absolute maximum allowed by the Materiel Division. The spares which were taken off were forwarded by PAA Clipper to Lagos for transloading via PAA DC-3 to as far along the trans-African air route as they could be moved. Attempts were made by PAA to subcontract with BOAC to move these spares the rest of the

~~SECRET~~

~~SECRET~~

way to Bangalore. The situation was much more critical than has been communicated to you. In fact, if 60% of the aircraft and crews had reached Bangalore, it would have exceeded my estimates. Actually, less than a half-dozen have encountered major damage, although a few are waiting spares, engines and tires--which are being forwarded as rapidly as they can be procured in this country from depleted stockades. Cargo space eastbound is also extremely limited at the present time owing to the many extremely high priorities received from the highest sources for the transportation of missions to N. Africa, Iran, Russia and China; staff officers to Australia, not to mention the few key technical personnel the ACFC is struggling to obtain to transport to control stops. I have sent Kester along the route in a B-24 with M/Sgt. Cattarius, who is the most capable 4-engine plane mechanic in the Air Corps today. His experience on B-17s and B-24s is unparalleled. If anyone can troubleshoot the minor difficulties, I have confidence that he will whip stalled aircraft into shape while Kester works on ship captains to push them along. The difficulties encountered by these crews were anticipated. The situation permitted no alternative. Experienced flight leaders were not available. Crews were complete as to numbers, but horribly deficient in experience. Long range aircraft cannot be flown long distances in visual contact formations. Limitations on the number of airplanes permitted on one airdrome at one time in Brazil, owing to the political situation, constituted a movement factor which could not be avoided. I am giving you these facts merely for your own information and not to alibi anything that the ACFC had done. Our crews as you well know are probably the best in the world and they have set a high standard of 4-engine operation over long distances which inexperienced crews from the AF Combat Command obviously couldn't match. Not one member of the ACFC constituted a part of any of the 80 reinforcement crews, which were to stay at destination and join combat with the enemy.

2. The air transportation picture: There are approximately 12 different contracts now in force between the WD and FAA or its subsidiaries dealing with all phases of airdrome construction, operations and ferrying. Most of these contracts were drawn prior to our entry into the war and involved commercial operating rights for FAA as a commercial airline under government contract. I have had many of the best lawyers in the country working on this proposition for the last six weeks and am not satisfied with anything that has come out of the huddle yet. My directive from Gen. Arnold as of yesterday to militarize all air routes under the direct control of the ACFC, such routes to extend from the U. S. to transfer points immediately behind specified air theaters and Calcutta for the Chinese theater, gives me the opportunity now to place military crews on all cargo and passenger aircraft operating strictly for military purposes. These crews will be placed in operation just as soon as commissioned and finally trained. The entire picture will include a strictly military airway from Miami to Calcutta and

~~SECRET~~

~~SECRET~~

tation. This will be done with a government-owned plane with military crews.

3. Clipper operations: I do not blame you in the least for being somewhat surprised when Clippers suddenly pop up without any advance information. Charter operations of these Clippers on special occasions have been most secret. The ammunition incident was launched within twelve hours, initially as an emergency reinforcement to MacArthur in the Philippines--before any of our airdromes had been lost. I had sent B-42s to Australia to shuttle this ammunition in from Darwin. Before the Clippers arrived in India, it had become impossible to get ammunition into the Philippines and the East Indian situation had made it totally inadvisable to risk these unarmed Clippers in that theater. Instructions were then issued to unload at either Karachi or Bombay and to store the ammunition as a credit to Gen. Brett at Bangalore for further transportation to him as soon as he could start a regular shuttle with the 3 B-24s I had loaned him originally to move this ammunition into MacArthur. The same is true of flushing compound, B-17 spares, etc. that had been shipped via PAA to Bangalore to remain on credit for Gen. Brett. The first Clippers on charter carried spare parts for Chennault's P-40s and arrived in the nick of time. His subsequent operations have proved the wisdom of speeding these supplies directly to him for transshipment by CNAC.

4. Personnel: It has been a terrific struggle to obtain experienced or qualified personnel to station at the many ACFC control points along this 10,000 mile air route. They are now becoming available and are being trained as rapidly as possible. They will be sent by air to their respective stations as transportation becomes available. Within a relatively short time I am depending upon the transaction of all ACFC business over the direct communications net now operated by PAA but under the communications control of our coding and decoding personnel at each station. It would be extremely helpful to me if service messages relating to the operation of the ACFC activities could be handled exclusively over this direct communications net leaving cable service free for the traffic involved in either combat or related supply matters pertaining to the Near and Far East respectively.

I am terribly sorry that we have been slightly crossed up on a limited number of occasions. The pressure on me has been direct and furious. I must exercise direct control of my personnel are to be available to me to carry out orders I have issued to them. I hope these matters have been straightened

~~SECRET~~

40-2370

Date		Description		Amount	
1943	SEP	1	...	...	...
1943	SEP	2	...	...	...
1943	SEP	3	...	...	...
1943	SEP	4	...	...	...
1943	SEP	5	...	...	...
1943	SEP	6	...	...	...
1943	SEP	7	...	...	...
1943	SEP	8	...	...	...
1943	SEP	9	...	...	...
1943	SEP	10	...	...	...
1943	SEP	11	...	...	...
1943	SEP	12	...	...	...
1943	SEP	13	...	...	...
1943	SEP	14	...	...	...
1943	SEP	15	...	...	...
1943	SEP	16	...	...	...
1943	SEP	17	...	...	...
1943	SEP	18	...	...	...
1943	SEP	19	...	...	...
1943	SEP	20	...	...	...
1943	SEP	21	...	...	...
1943	SEP	22	...	...	...
1943	SEP	23	...	...	...
1943	SEP	24	...	...	...
1943	SEP	25	...	...	...
1943	SEP	26	...	...	...
1943	SEP	27	...	...	...
1943	SEP	28	...	...	...
1943	SEP	29	...	...	...
1943	SEP	30	...	...	...
1943	SEP	31	...	...	...
1943	SEP	32	...	...	...
1943	SEP	33	...	...	...
1943	SEP	34	...	...	...
1943	SEP	35	...	...	...
1943	SEP	36	...	...	...
1943	SEP	37	...	...	...
1943	SEP	38	...	...	...
1943	SEP	39	...	...	...
1943	SEP	40	...	...	...
1943	SEP	41	...	...	...
1943	SEP	42	...	...	...
1943	SEP	43	...	...	...
1943	SEP	44	...	...	...
1943	SEP	45	...	...	...
1943	SEP	46	...	...	...
1943	SEP	47	...	...	...
1943	SEP	48	...	...	...
1943	SEP	49	...	...	...
1943	SEP	50	...	...	...
1943	SEP	51	...	...	...
1943	SEP	52	...	...	...
1943	SEP	53	...	...	...
1943	SEP	54	...	...	...
1943	SEP	55	...	...	...
1943	SEP	56	...	...	...
1943	SEP	57	...	...	...
1943	SEP	58	...	...	...
1943	SEP	59	...	...	...
1943	SEP	60	...	...	...
1943	SEP	61	...	...	...
1943	SEP	62	...	...	...
1943	SEP	63	...	...	...
1943	SEP	64	...	...	...
1943	SEP	65	...	...	...
1943	SEP	66	...	...	...
1943	SEP	67	...	...	...
1943	SEP	68	...	...	...
1943	SEP	69	...	...	...
1943	SEP	70	...	...	...
1943	SEP	71	...	...	...
1943	SEP	72	...	...	...
1943	SEP	73	...	...	...
1943	SEP	74	...	...	...
1943	SEP	75	...	...	...
1943	SEP	76	...	...	...
1943	SEP	77	...	...	...
1943	SEP	78	...	...	...
1943	SEP	79	...	...	...
1943	SEP	80	...	...	...
1943	SEP	81	...	...	...
1943	SEP	82	...	...	...
1943	SEP	83	...	...	...
1943	SEP	84	...	...	...
1943	SEP	85	...	...	...
1943	SEP	86	...	...	...
1943	SEP	87	...	...	...
1943	SEP	88	...	...	...
1943	SEP	89	...	...	...
1943	SEP	90	...	...	...
1943	SEP	91	...	...	...
1943	SEP	92	...	...	...
1943	SEP	93	...	...	...
1943	SEP	94	...	...	...
1943	SEP	95	...	...	...
1943	SEP	96	...	...	...
1943	SEP	97	...	...	...
1943	SEP	98	...	...	...
1943	SEP	99	...	...	...
1943	SEP	100	...	...	...

SEP 1943
(NOTE NO
ACTION SINCE
MARCH 1942)

Continued - Continued 13

[illegible]

[illegible]

40-2376

40-2377

Date		Time		Location		Remarks	
1	10	10	10	10	10	10	10
2	10	10	10	10	10	10	10
3	10	10	10	10	10	10	10
4	10	10	10	10	10	10	10
5	10	10	10	10	10	10	10
6	10	10	10	10	10	10	10
7	10	10	10	10	10	10	10
8	10	10	10	10	10	10	10
9	10	10	10	10	10	10	10
10	10	10	10	10	10	10	10
11	10	10	10	10	10	10	10
12	10	10	10	10	10	10	10
13	10	10	10	10	10	10	10
14	10	10	10	10	10	10	10
15	10	10	10	10	10	10	10
16	10	10	10	10	10	10	10
17	10	10	10	10	10	10	10
18	10	10	10	10	10	10	10
19	10	10	10	10	10	10	10
20	10	10	10	10	10	10	10
21	10	10	10	10	10	10	10
22	10	10	10	10	10	10	10
23	10	10	10	10	10	10	10
24	10	10	10	10	10	10	10
25	10	10	10	10	10	10	10
26	10	10	10	10	10	10	10
27	10	10	10	10	10	10	10
28	10	10	10	10	10	10	10
29	10	10	10	10	10	10	10
30	10	10	10	10	10	10	10

[illegible]

40-2369

NAME	AGE	SEX	DATE OF BIRTH	DATE OF DEATH	PLACE OF BIRTH	PLACE OF DEATH	CAUSE OF DEATH	DATE OF BURIAL	PLACE OF BURIAL
1. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
2. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
3. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
4. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
5. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
6. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
7. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
8. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
9. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
10. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
11. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
12. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
13. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
14. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
15. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
16. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
17. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
18. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
19. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
20. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
21. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
22. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
23. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
24. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
25. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
26. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
27. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
28. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
29. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
30. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
31. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
32. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
33. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
34. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
35. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
36. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
37. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910
38. J. J. J.	25	M	1910	1935	1910	1935	1910	1935	1910

1943

(SEE NEXT CARD)

[Handwritten notes on form:]

RECEIVED
DATE 1-17-46
BY [Signature]
RCC RB-278 40-2367
RFC SCHMIDT RB-278 40-2367